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1. The following observations were made at Peenemuende airfield between 1 and 21 March 1954:

1 March. A Li-2 and an aircraft with double rudder assembly were observed at the runway.

2 March. The Li-2 took off at 10 a.m. Six swept-back jet fighters were towed to the runway and made practice flights over the field. At 1 p.m., firing was practiced at an air sleeve towed by a swept-back jet aircraft.

3 March. A Li-2 landed at 10:15 a.m. and again took off at 1 p.m. An aircraft with double rudder assembly and towing a sleeve target took off. Firing was practiced at the sleeve target by a conventional aircraft.

4 March. A Li-2 landed at 1:10 p.m., when the sky was overcast. The aircraft again took off at 4 p.m. During the early afternoon, the aircraft with double rudder assembly was repeatedly observed aloft. About 2:30 p.m., 15 swept-back jet aircraft were towed to the runway and subsequently employed for firing practices at ground targets. About 4:30 p.m., the MiG-15s or U-MiG-15s discontinued air activity and were towed back to their dispersal areas.

5 and 6 March. No flights were made. There was a closed ceiling and intermittent rain and fog.

7 March. At 1 p.m., no air activity was conducted. A Li-2 and an aircraft with double rudder assembly were parked at the runway.

8 March. At 1:10 p.m., a Li-2 took off. There was an 8/10 overcast and good visibility.

9 to 11 March. No air activity was observed at the field. The ceiling was closed and there was dense fog in spots.

12 March. The aircraft with double rudder assembly was no longer parked at the field although its take-off had not been observed.

13 to 19 March. No air activity was conducted. There was a closed ceiling and source's possibilities of observation were limited.

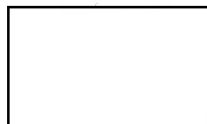
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20 March. Flying was practiced by MiG-15s or U-MiG-15s. The sky was 2/10 overcast and visibility was good.

21 March. There was no air activity.

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2. The following air activity was observed between 1 and 20 March:

1 March: Between 10:30 a.m. and 2 p.m., swept-back jet aircraft were observed flying over the Isle of Usedom and firing with aircraft weapons at sleeve targets towed by single-engine aircraft.

8 March. Swept-back jet aircraft made practice flights at high altitudes. The weather was clearing up.

9 March. At 8 a.m., a twin-engine aircraft crossed over the airfield, coming from the direction of Stettin and heading toward Ruegen. Between 10 a.m. and 3 p.m., firing was practiced by AAA.

10 to 19 March. No air activity was observed at the field.

20 March. About 11 a.m., a twin-engine flying boat crossed over the Isle of Usedom. Between 11 a.m. and 2 p.m., swept-back jet aircraft practiced firing at airborne targets.

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Comment. Apparently no changes have been made in the occupation of Peenemuende airfield. There is a fighter regiment of the Soviet Navy equipped with about 20 MiG-15s which carry out air activity along the usual pattern. The aircraft with double rudder assemblies which were continuously observed in Peenemuende are believed to be Tu-2s. The Li-2s which were repeatedly observed probably conducted courier flights.

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